

tca

**DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)**

NO. F. 1(2)2002-MP /362

DT. 8.5.2002

Minutes of the Tech. Committee meeting held on 29.1.2002. The list of the participants is enclosed.

Sub: Confirmation of minutes of the Tech. Committee held on 24.12.2001


The Tech. Committee confirm the minutes of the meeting held on 24.12.2001. No observations were received except Engineer Member DDA. On the copy of the draft minutes noted. As desired clarification about the two basement of IOC Building each having an area of equivalent the 50% of the plot area. This was clarified that the max. area permissible for the basement would be equivalent to the plot area that can be divided into basement each having 50% of the plot area. The matter has already been put up for consideration in the last meeting of the Authority held on 21.1.2002.

Item No. 1/2002:

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Item No. 3/2002

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MCD
PA/JD/Layout/Bldg./2001/31

The proposal as submitted by Slum & JJ Deptt. w.r to the observations given in agenda was discussed in detail Technical Committee noted that the proposal does not conform to the various provisions including development control norms for group housing of the Master Plan 2001 in terms of the road R/W in front, proposed density proposed FAR, availability / provision of the services and facilities etc. However in view of the decision taken in the Coordination Committee of the Ministry of Urban Development GOI and the directions of the Hon'ble Court the proposal has been agreed as pilot project. Tech. Committee also observed that the modification in MPD 2001 wherever required shall be considered after observing the functional aspect of this pilot project and these relaxations will not be allowed in any normal group housing projects to be taken up by the other govt. semi govt. or any private agency.

The Slum department will process the proposal further for getting approvals of DUAC & Fire Deptt. etc.

Item No. 15/91

Sub: Grade separator proposal at the intersection of Ring Road and SP Marg NH 8
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During the deliberations in the Tech. committee meeting, Vice Chairman emphatically pointed out that all processing including agendas relating to permission of public and semi public facilities in rural areas within the ambit of Master Plan provisions or otherwise shall be re examined including the proposals discussed in the last meeting. All processing of individual cases for permission for various uses in rural areas including the ones discussed in last Tech. Committee meeting would be kept in abeyance for the present. If any communication or approval etc. has been conveyed the same should be withdrawn forthwith and all corresponding actions not to implement the proposals have to be taken at once. These matters needs careful re-examination as without proper guidelines these could be abuse of these provisions and litigation.

The above minutes have been confirmed for the meeting of the Tech. Committee held on 2.4.2002.


(PRAKASH NARAYAN)
OSD (DC&TT)
MEMBER SECRETARY

COPY TO:

1. OSD to VC for information of the latter
2. Engineer Member, DDA
3. ✓ Commissioner (Planning) DDA *10/5/02*
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16. Senior Architect, (H&TP) CPWD
17. Dy. Commissioner of Police (Traffic) Delhi
18. ✓ Director (Land Scape) DDA *10/5/02*
19. ✓ OSD (DC&TT) *10/5/02*

10/5/02
(R. K. JAIN)
JT.DIR.(MP)


Comp. with Original

List of participants of 1st meeting of the Tech. committee held on 29.1.2002

DELHI DEVELOPMENT AUTHORITY:

S/SHRI-

P.K. Hota, Vice Chairman
R.K. Bhandari, E.M.
Vijay Risbud, Commr. (Plg.)
C.L. Aggarwal, Chief Architect
A.K. Jain Addl. Commr. (UDP)
N.K. Aggarwal, Addl. Commr. (UDP)
Parkash Narayan OSD (DC&TT)
Savita Bhandari Director (LS)
Kuldeep Raj Director (AP)IV

T.C.P.O. :

B K Arora Town Planner

M.C.D. :

Samsher Singh Sr. Town Planner MCD

DELHI TRAFFIC POLICE :

Ashok Sikha Addl. Commr. Police

SPECIAL INVITEES:

Manjeet Singh (Addl. Commr.) Slum & JJ MCD
S C Karanwal Addl. C.A (DDA)
N K Gupta SE (Elect) DDA
Shameem Ahemad (L M) HQ DDA
Surender Srivastava Director (DC)
D K Saluja Director (NP)
K.L. Sabharwal Director (AP)II
A K Gupta Director (AP) I
Ashok Kumar Director (Rohini)
R K Jain Jt. Dir. (MP)
T K Mandal Jt. Dir. (TT)

Sanjay Pathak, Jt. Dir. (Plg.)
H S Dhillon Dy. Dir. (AP)
A K Pal Dy. Dir. (NP)
Jarnail Singh Director (Town Plg.) Slum & JJ
Sharad Bansal Director (L&Q) Survey (P) Ltd.
A K Manchanda Engineer (RITES)
B L Salwan G M (NHAI)
S M Kohli S E (PM) PWD
Ramesh Kumar President LBBC
Dinesh Kumar (SE) PWD E II
G P Bansal EE (I) PWD
Anand Dixit H O D (CE Mktg)
C Saurav Sagar Engg. (Mech) IGL
Parbhat Kumar, Architect, Project LBBC

Unpert,

Ph aware to send a copy of
the TC decision ^{29.01.02} pertaining to the
alignment plan of 100mtr R/W
road UER-II for G. T. Kaul
Ad to Bawane Indl An

Lup
27/09/01
D.V. (VP)

JN (MP)

Am
27/9

Sh. / SWAN

tca

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C Saurav Sagar Engg. (Mech) IGL
Parbhat Kumar, Architect, Project LBBC

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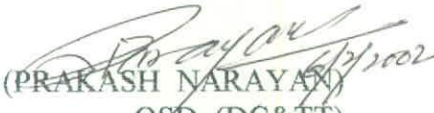
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Observations and Comments if any on the draft minutes may be submitted to Jt. Director (MP) within a week time.


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F5(17)2001-MP

The alignment plan proposal as prepared by PWD from G T Karnal Road (NH - 1) to Bawana industrial area was discussed in detail. The road alignment showing the 40 mtrs wide green belt on either sides were agreed considering the Draft zonal plan of zone proposals and Development plan of Narela. In the stretch between Bawana Industrial area and Barwala / Rohini Ph IV / V The Director (Narela) explained that due to existing 220 KV H T the road alignment as shown in Rohini Phase IV, V development plan be taken towards the South of the road alignment as shown in the plan has been modified this will also involve change in the Rohini Phase IV / V Plan. This was agreed by T.C.

Tech. committee also desired that this road alignment be extended upto Rohtak Road and in the 1st phase. to provide better accessibility to Bawana Industrial Complex, Narela & Rohini.

Rto I am Desiresh

Convey the observations of EM
Jant. for 1/2002 on 3/2002 -

* Slum Dept may explore
the possibility of widening the
main Road from 12m to 12-24
metre
2 Dec 08.02.2002

May kindly be

Compared with Original

7/2/02

11/12/02
J.D. (Secy) OSD (OC & TT)
A12

Office of OSD (DC & TT), DDA
No. 114
Date 13.2.2002

Director (P. & Control)
DDA. By 16.9.6
Dated 14/2/02

20/MP/306
14/2/02

PWD may work out the detailed alignment of this 100 mt. R/W road integrating MRTS route, intersections with (at grade / grade separators) designs / as per requirements of present and projected ^{existing} Tech-committee and ROB/RUB on railway lines. Technical Committee desired that intersections with NHs be planned as Grade separators at the initial stage and also be coordinated with other agencies e.g. Rlys, NHAI & MCD etc.

The proposals with all details be submitted to DDA for the consideration of Tech. committee / Authority.

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Tech. Committee did not agree with the proposals of the temporary permission / Change of land use for the primary school and the burial ground in River Yamuna area without the clearance of Yamuna Standing Committee and Central Water Commission and other agencies.

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Compared with Original

Item No. 3/2002

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MCD

PA/JD/Layout/Bldg./2001/31


The proposal as submitted by Slum & JJ Deptt. w.r to the observations given in agenda was discussed in detail Technical Committee noted that the proposal does not conform to the various provisions including development control norms for group housing of the Master Plan 2001 in terms of the road R/W in front, proposed density proposed FAR, availability / provision of the services and facilities etc. However in view of the decision taken in the Coordination Committee of the Ministry of Urban Development GOI and the directions of the Hon'ble Court the proposal has been agreed as pilot project. Tech. Committee also observed that the modification in MPD 2001 wherever required shall be considered after observing the functional aspect of this pilot project and these relaxations will not be allowed in any normal group housing projects to be taken up by the other govt. semi govt. or any private agency.

The Slum department will process the proposal further for getting approvals of DUAC & Fire Deptt. etc.

Item No. 15/91

Sub: Grade separator proposal at the intersection of Ring Road and SP Marg NH 8 Dhaula Kuan, F5(22)§9-MP

The proposal has submitted by the CPWD has been discussed It was intimated by the officers of the PWD that the proposal already stands approved by the Board of Assessors and the Lt. Governor Delhi and the revised / modified proposals also stands approved by the same Board. This has only been submitted for the information Tech. Committee desired that observations of the DDA on the proposal may be conveyed in writing to the PWD, National Highway Authority and other concerned agencies for consideration In view of the clarifications given by PWD this may not be processed further.


Compared with Original

Item No. 4/2002

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F15(119)2000/NP/PLII (Laid on table)

The proposal of 80 mt. R/W road from G T Karnal Road (NH - 1) to Bawana Industrial area as prepared by PWD was discussed in detail, the 40 mt. wide green belt as proposed in the North of the proposed R/W in rural zone was agreed. It was specifically pointed out that there are two existing school buildings i.e. one of Sarvodya School near Sanoth villages and the other Bharat Mata Vidyala are affected. Both these buildings shall have to be acquired in order to implement the alignment plan. The conceptual alignment plan proposal as notified for acquisition was agreed & resolved that the affected properties shall be dealt as per the policy.

PWD shall work out the detailed alignment of this 80 mt. R/W road integrating intersection at grade / grade separated) with existing / proposed roads, ROB / RUB on railway lines. Tech. committee also desired that intersections with NHs be planned as grade separated at the initial stage and be coordinated with NHAI / Railways / MCD etc. The proposal with all related details be submitted to DDA for the consideration of Tech. Committee / Authority.

Tech. committee also desired that this road be extended upto Rohitak Road in 1st phase to provide better accessibility / dispersal of traffic from proposed Bawana / Narela Industrial area.

PWD shall now submit the alignment plan to a scale of 1:1000 integrating the detailed junction / intersection designs of all Master Plan roads including the composite fly over proposal of Delhi Karnal Railway lines and Alipur Narela Road for consideration of the Tech. committee alongwith the feasibility.



Compared with Original

OTHER ITEM:

SUB: Permission for facilities and other uses in Rural Areas.


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Observations and Comments if any on the draft minutes may be submitted to Jt. Director (MP) within a week time.


(PRAKASH NARAYAN)
OSD (DC&TT)
MEMBER SECRETARY

COPY TO:

1. OSD to VC for information of the latter
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4. ✓ Commissioner (LD) DDA
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18. ✓ Director (Land Scape) DDA
19. ✓ OSD (DC&TT) - 7/2/02


(R. K. JAIN)
JT.DIR.(MP)

Compared with Original

S. No. (4, 5, 8, 11, 14, 15, 16 & 17)

mxl
7/2

tea

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MCD
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(R. K. JAIN)
JT.DIR.(MP)

List of participants of 1st meeting of the Tech. committee held on 29.1.2002

DELHI DEVELOPMENT AUTHORITY:

S/SHRI

P.K. Hota, Vice Chairman
R.K. Bhandari, E.M.
Vijay Risbud, Commr. (Plg.)
C.L. Aggarwal, Chief Architect
A.K. Jain Addl. Commr. (UDP)
N.K. Aggarwal, Addl. Commr. (UDP)
Parkash Narayan OSD (DC&TT)
Savita Bhandari Director (LS)
Kuldeep Raj Director (AP)IV

T.C.P.O. :

B K Arora Town Planner

M.C.D. :

Samsher Singh Sr. Town Planner MCD

DELHI TRAFFIC POLICE :

Ashok Sikha Addl. Commr. Police

SPECIAL INVITEES:

Manjeet Singh (Addl. Commr.) Slum & JJ MCD
S C Karanwal Addl. C A (DDA)
N K Gupta SE (Elect) DDA
Shameem Ahamad (L M) HQ DDA
Surender Srivastava Director (DC)
D K Saluja Director (NP)
K.L. Sabharwal Director (AP)II
A K Gupta Director (AP) I
Ashok Kumar Director (Rohini)
R K Jain Jt. Dir. (MP)
T K Mandal Jt. Dir. (TT)
Sanjay Pathak, Jt. Dir. (Plg.)
H S Dhillon Dy. Dir. (AP)
A K Pal Dy. Dir. (NP)

- Contd -
J. T. 0

Jarnail Singh Director (Town Plg.) Slum & JJ
Sharad Bansal Director (L&Q) Survey (P) Ltd.
A K Manchanda Engineer (RITES)
B L Salwan G M (NHAI)
S M Kohli S E (PM) PWD
Ramesh Kumar President LBBC
Dinesh Kumar (SE) PWD E II
G P Bansal EE (I) PWD
Anand Dixit H O D (CE Mktg)
C Saurav Sagar Engg. (Mech) IGL
Parbhat Kumar, Architect, Project LBBC

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3.	20/2000	Change of land use for 37.0 ha. (91.4 acres) for Slum Resettlement at Madan Pur Khadar zone 'O' F3(10)2000-MP.	6 to 7
4.	38/2000	Proposed utilisation of land in Buland Masjid Area (Shastri Park Area) in River Yamuna bed zone O for primary school and Burial Ground. F9(10)99-MP	8 to 11
5.	2/2002	Relaxation of Set Back in case of nursery school at Lawrence Road Keshav Puram F9(1)2001-MP	12 to
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8.	—	Permission for Facilities and other uses in Rural Areas.	
8	4/2002	Alignment plan of 80mt. R/W master plan Road with 80mt. wide green belt on either side from GT Karnal Road NH I to Bawana Industrial Area F.15(119)2002/MP/Part II	

TC - Item No 1/2001
Held on - 29-1-2001

AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Alignment plan of 100 mt. R/W Road in Narela Subcity from its junction with G.T. Karnal Road (NH-1) to Bawana Industrial Area Rohini Ph. IV & V.

F.No. F5(17)2001/MP/

Background

A 100 mt. R/W road is proposed in the Zonal Development Plan of Narela Sub City (Zone MN&P) and the U.E. plan from G.T. Karnal Road (NH-1) to Bawana Industrial Area and extending in Rohini Ph. IV & V upto Rohtak Road (NH-10). This road was plotted on the broad alignment plan to a scale of 1:10,000 for the purpose of identification of Road R/W and Land Acquisition.

The Land Mangement-II branch, DDA worked out the Khasra Numbers on the broad alignment plan which^{was} notified by L&B Deptt, GNCTD under Section 4 of LA Act. Thereafter, PWD, GNCTD has been done a detailed P.T. Survey and superimposed the Khasra Nos. notified by the Land Deptt. of GNCTD vide letter No. F54(1599)/LNV/A-5/2001-2002/2466 dated 21.12.2001.

Examination.

The khasra nos. superimposed by the PWD, GNCTD on the alignment plan prepared by them upto the Western Yamuna Canal are almost coinciding except a few khasra nos. which are left out and need to be notified further.

The alignment plan from Western Yamuna Canal upto the Barwala Village are yet to be notified. The alignment in this stretch is broadly as per the plan of Phase IV & V, Rohini. This portion of road from Western Yamuna Canal to Bawana Village are to be notified for acquisition under emergency provision of LAC so that the Bawana Industrial Area is properly linked on either sides.

Feasibility

The PWD, GNCTD has studied the feasibility of alignment which has been received vide letter No. F54(1599)LNV No. 1/A-5/2001-02/734 dated


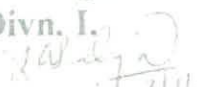
27.11.2001 and No. 54(1599)LNV No. 1/A-5/2001-02/960 dated 29.12.01 which are annexed at annexure 'A' & 'B' and the details are as follows:


1. Existing H.T. line needs no shifting and proposed corridor is parallel to H.T. Line.
2. No permanent structure is effected in this alignment except few old railway staff quarters which will be acquired. Eight no. of temporary structure tin sheds have to be acquired.
3. Existing village roads will be diverted and connected with other Master plan roads of 80 mt./60 mt /40 mt (ROW) Master Plan Roads of Narela Project of DDA.
4. ROB at Holambi Kalan Railway Station has been proposed as per cross-section plan at 3.55 Km. From G.T. Karnal Road.
5. Intersection of G.T. Karnal Road and 100 mt. (ROW) Master Plan Road are proposed/ recommended as per plan.
6. Typical cross section of 100 mt. (R/W) road has been prepared as per plan in Phase I and Phase II.
7. Approximately 285 trees of full growth of kikkar (generally) are effected (in carriage way only) under this alignment for which due care shall be taken as per Forest Policy for relocation of tree.

As the alignment plan is not detailed out with the phased development of the road and detailed junction/intersection to a scale of 1:1000, at this stage we may consider only the conceptual approval of the alignment and make it very clear that final approval shall be considered only after the above details are received.

Recommendation

The conceptual alignment plan of 100mt. R/W Road as prepared by PWD, GNCTD is placed before the Technical Committee for consideration.


G.P. Bansal 31/12/02
Ex. Engineer PWD,
Divn. I.

D.K. Saluja
Dir. (NP)


(A.K. Pal)
Dy. Director (NP)

लोक निर्माण विभाग

ना० नि० वि० मंडल 14/20, आरुफ अली रोड, नई दिल्ली, दूरभा० 3271505 3243865(Fax)

सं० 54(1599)/लो०नि०वि०मं०1/A-5/2001-02/ 734

दिनांक 27-11-2001

To

The Commissioner Planning
Delhi Development Authority
5th floor, Vikas Minar,
I.P. Estate, New Delhi-110002.

Sub:- 100m (ROW) Master Plan Road connecting Bawana Industrial Area and G.T. Karnal Road.

In reference to field inspection and meeting with the Commissioner Planning, DDA on above subject 25-08-2001 and minutes issued by Narella Project Planning Unit dt. 04-09-2001 PWD has prepared an alignment of 100m (ROW) Master Plan Road connecting Bawana Industrial Area and G.T. Karnal Road. Accordingly proposed alignment with other details is being placed before Technical Committee of DDA for approval.

The proposed alignment has been passing through the following villages:-

1. Village Bakuli
2. Village Alipur
3. Village Holambi Kalan
4. Village Holambi Khurd
5. Village Iradat Nagar/Naya Bans
6. Village Poothkhurd
7. Village Khera Khurd
8. Village Barwala

1. Notification for acquisition with regards to this road has been done from GT Karnal Road upto Western Yamuna Canal upto village S.No. 5. Notification for acquisition of land for balance alignment from Western Yamuna Canal to village Barwala (as per S.No. 6 to 8) is yet to be notified.

For acquisition of land alignment has been prepared on detailed topographical survey of 200m wide corridor and centre line has been fixed/transferred on ground. All khasra numbers and other details are overlaid superimposed over alignment prepared by PWD as per alignment plan 'A' alongwith schedule of Khasra details/notification as Annexure 'A'.

3. Khasra plan details has also been marked over 'Plan B' alongwith schedule of khasra details to be notified for the left out khasras of already notified area and balance area falls in villages, which are not yet notified, as 'Annexure-B'.

6/17
4/11/2001
D. (P) NP 17

3/12-01

4/11/2001
D. (P) NP 17
3/12-01


(4)

4. Existing H.T. line needs no shifting and proposed corridor is parallel to H.T. line.
5. No permanent structure is effected in this alignment except few old railway staff quarter falls, which will be acquired. Eight numbers of temporary structure tin sheds has to be acquired.
6. Existing village roads will be diverted and connected with other master plan roads of 80m 60m 40m (ROW) Master Plan Roads of Narella Project of DDA.
7. ROB at Holambi Kalan Railway Station has been proposed for which cross-section as per plan '3' at 3.550 km from G.T. Karnal Road.
8. Intersection of GT Karnal Road and 100m (ROW) Master Plan road proposed recommended has been placed as Sheet No. 1 and Sheet No. 1(a).
9. Typical cross-section of 100m(ROW) M.P. Road has been placed as per sheet '2' in Phase I and phase II.
10. Approximately 285 trees of full growth of kikkar (generally) are being effected (in carriage way only) under this recommended alignment, which will be due care as per Forest Policy for relocation of tree.

As the land under alignment of recommended 100m (ROW) is notified upto (7.00 km from GT Karnal Road crossing) i.e. upto Western Yamuna Canal and this intersects at 60m (ROW) M.P. road of Bawana Industrial Area and catering the Industrial Area of Bawana. For balance area length of 3.6km from Western Yamuna Canal is free from any obstruction, construction or any shifting of H.T. line etc. except for temporary unauthorized structure at Village Barwala which can be easily acquired by DDA and will be made available for the project after notification of balance area without any resistance.

The alignment prepared recommended by PWD may be placed before the Technical Committee of DDA at the earliest for approval so that other work/construction works may be taken up by PWD in view of importance urgency of work.

Encl: Three sets above documents.


कार्यपालक इंजीनियर
लो०नि०वि०म० 1 (दि०स०)

प्रतिनिधि

1. अटलीवाल इंजीनियर, लोक निर्माण विभाग परिसंजल 2, रा० रा० क्षेत्र, नई दिल्ली।
2. L&Q Surveys (Pvt) Ltd., XV-5352/A, Shora Kothi, Paharganj, New Delhi-55

कार्यपालक इंजीनियर

लोक निर्माण विभाग

पं. नि. नि. व. नि. 1/4/20, आर.प. अ. रोड, नई दिल्ली, दूरभा. 3271505 3243865(Fax)

नं. 54(1599)/लो.नि.वि.मं. 1/A-5/2001-02/960

दिनांक 29-12-2001

To

Sh. A. K. Pal,
Dy. Director (NP),
Delhi Development Authority
11th Floor, Vikas Minar,
LP Estate, New Delhi.

SUB : 100m (ROW) Master Plan Road connecting Bawana Industrial Area and G.T. Karnal Road.

REF : 1. Letter No. F5(17)2001 NP/114 dated 26-12-2001.
2. This office letter No. 54(1599)/ लो.नि.वि.मं. 1/A-5/2001-02/734 dated 27-11-2001.

Kindly refer to above cited letters, the revised plan submitted by letter No. 54(1599)/ लो.नि.वि.मं. 1/A-5/2001-02/2466 dated 21-12-2001 was based on the discussion and as per correction made in the Super Imposed Khasra Plan only. There was no change in revised alignment of 100m ROW Master Plan road. The feasibility report of above cited proposed road has already been sent vide letter of even no. 734 dated 27-11-2001. This is valid for the revised plans submitted by letter No. 54(1599)/ लो.नि.वि.मं. 1/A-5/2001-02/2466 dated 21-12-2001 also.

रा. वि. नि. वि.
कार्यपालक इंजीनियर

लो.नि.वि.मं. 1 (दि.सं.)

Copy to -

- 1 The Superintending Engineer, PWD Circle - II, for information please.
- 2 The Commissioner Planning, DDA, 5th Floor, Vikas Minar, New Delhi.
- 3 The Director (Plg.), N.P., DDA, 11th floor, Vikas Minar, New Delhi.
- 4 The Director, LM(II) H.Q., DDA, Vikas Sadan, INA, New Delhi.
- 5 The Director, L&Q Survey (P) Ltd.

कार्यपालक इंजीनियर

6 T.C - Item M69/2000
Held on 29-1-2001

**DELHI DEVELOPMENT AUTHORITY
AREA PLANNING WING I**

AGENDA FOR THE TECHNICAL COMMITTEE

**Sub: Change of land use for 37.0 Ha.(91.4 acres) for Slum
resettlement at Madanpur Khadar in Zone "O"
F.No. F.3(10)2000/MP**

1.0 Background:

1.1 The need for relocation of squatter settlement occupying prime DDA lands in District Centres and other uses like Nehru Place and Vikaspuri etc. was emphasised and eventually realised in different meetings and forums under the chairmanship of L.G. In these meeting, the urgency of relocation was also well understood and, therefore, identification of suitable DDA lands for the purpose of relocation of squatters resettlement was also considered. Four different pockets with different areas at Madanpur Khadar, Hasthal, Bhalswa and Bakarwala were identified. The change of land use for these 4 pockets has finally been notified by Central Government vide Notification no. K-13011/2/2001/DDIB dated 2.3.2001.

1.2 One of these pockets of Madanpur Khadar was identified in Zone 'O' (River Yamuna) in the East of NH-2 by-pass. This pocket measuring 14.17 Ha. (35 acres) has already been utilised for the purpose of relocation. Here it may be stated that inadvertently the change of land use of this 35 acres of land at Madanpur Khadar was processed from 'Rural' use zone. On close scrutiny it has been observed that as per the land use plan existing use of this area is 'Agriculture and Water body' (A 4). Accordingly a corrigendum to this extent if required, could be issued by MOUD.

1.3 In a meeting held by VC, DDA on 14.12.2000, it was decided that an extension of the Madanpur Khadar Transit Camp scheme is to be taken up on priority and it was further decided that the scheme be prepared and put up for approval.

2.0 Details of Examination :

2.1 In view of the decision taken by the VC, DDA, an area measuring about 38.66 Ha.(95.52 acres) was identified for development of Transit camp accommodation at Madanpur Khadar Phase II. This development is contiguous with the earlier development of Madanpur Khadar Phase I. In various meetings held, it has been decided to hand over an area of 11.31 Ha.(27.93 acres) to Slum & JJ Wing, MCD for development of Transit Camp accommodation. No detailed plans for this area have been prepared by DDA. In all a total area of 51.18 Ha. (126.41 acres) has been planned for which is inclusive of Phase I, II and area identified for Slums, out of which an area of 14.17 Ha. has already been notified for change of land use as mentioned earlier.

2.2 An area of 27.35 Ha. (67.59 acres) has been developed as part of Phase II whereby a total number of about 5128 of residential plots have been carved out of

which 736 no. of plots are of 12.6 sqm and 5412 no. of plots are of 18.0 sqm. size. These are as per the requirements received from the Lands deptt. DDA. The copies of the plan approved by VC, DDA have been forwarded to the respective deptts for its implementation. Two pockets of land, one in Phase II and the other one in Phase III have been reserved as Bhumidar Lands. These areas under Bhumidar lands are exclusive of the areas proposed for change of land use.

2.3 In a note from VC, DDA dt. Nov. 22, 2000, it was observed that as the area identified for development at Madanpur Khadar falls between Agra Canal and Yamuna River bund and its proximity to LPG Bottling plan, whether any clearance is required from Central Water Commission or Delhi Fire Services.

3.0 Proposal

In view of the above, the following is proposed for consideration/ recommendation of the Technical Committee:

The correction/corrigendum to the notification of change of land use of 14.17 Ha. (35 acres) from 'Rural' to 'residential' has to be read as change of land use from 'Agricultural and water body (A-4)' to 'residential'.

The change of land use of an area measuring about 37.0 Ha. (91.4 acres) in Zone O from 'Agriculture and Water body (A 4)' to 'residential'.

4.0 The proposal contained in para 3 is placed before the Technical Committee for its consideration.

 Manoj Kumar

(J.P. Parashar) (M. Pandey)
AD (P&G)

JF Dir (P&G)


Dir. (AP-1)

T.C. Item No 38/2000
Held on 29-1-2002

Agenda for Technical Committee

**Subject: Proposed utilization of land in Buland Masjid Area (Shastri Park Extn.)
in River Yamuna bed - Zone 'O' for Primary School and Burial Ground.**

F.9(10)99-MP.

Background:

The Municipal Corporation of Delhi and the Public Representative of the area had made requests to the Lands Department for allotment of land for provision of a Primary School, Park and a Burial Ground (kabristan) in the vacant land of DDA in the riverbed area. The land is located on the western side of the bund road, adjacent to which an unauthorized colony named Shastri Park Extension has come up.

2.0 Existing Situation:

The land under reference forms part of the river Yamuna bed - Zone 'O'. This land is virtually having bund on all sides having ground level much below than the surrounding ground levels. Therefore, possibility of drainage and other services will have to be worked out accordingly.

2.1 Any kind of construction activity in this area attracts clearance from Irrigation & Flood Department, GNCTD and the Central Water Commission, Govt. of India. Moreover, the land use of this area as per Master Plan of Delhi-2001 is 'Agricultural & Water Body'. Therefore, provision of Public & Semi Public facilities in this area will require change of land use in the Master Plan-2001.

3.0 Proposal:

Keeping in view the above facts, a layout plan was prepared for the area for the uses given in the following statement:

Area Statement:

a) Total area of the Scheme	3.52 Hact.
b) Area under Public & Semi Public Facilities	2.12 Hact.
i) Primary School	0.40 Hact.
ii) Burial Ground	0.40 Hact.
iii) Public & Semi Public facilities	1.32 Hact.
c) Area under Park and Open spaces	1.40 Hact.

4.0 Technical Committee Decision:

The above proposal was considered by the Technical Committee in its meeting held on 22.8.2000 vide Item No.38/2000 (Annexure I). The Technical Committee decided that a joint site inspection be organized in the first instance with the officers of Irrigation & Flood Department, Traffic Police and Yamuna Action Committee.

5.0 Follow up Action of Technical Committee Decision:

In compliance of the decision of the Technical Committee, a joint site inspection was organized on 27.11.2000 with the Chief Engineer and Supdt. Engineer (I&F) and DDA officers. It was observed that the site was protected by bunds on all sides. DMRC has constructed a two level culvert for railway tracks, which may act as an inlet point for floodwaters. It was felt that this aspect might be technically rechecked by the chief Engineer (I&F) GNCTD.

5.1 Subsequently, a meeting was held in the chamber of Hon'ble Minister for Health & Urban Development, GNCTD on 17.11.2000, wherein it was decided to organize a fresh joint site inspection on 23.11.2000. Hon'ble Minister for Health & Urban Development attended the inspection along with local MLAs, Director and Chief Engineer (MRTS), and officers from MCD, Irrigation & Flood Department, and DDA. It was again reiterated that the Supdt. Engineer (I&F) will submit the report within a week regarding suitability of the area for the proposed development from flood point of view.

5.2 Chief Engineer (I&F) vide his letter dated 29.10.2001 (Annexure II) has conveyed that this area is liable to get flooded in the event of high floods in the river Yamuna. In case any development works, such as construction of school or Kabristan is taken up in this area, the level of the ground shall have to be raised sufficiently above the flood levels likely to be attained in the river in case of occurrence of floods of 1 in 100 years frequency. It has also been stated that before taking up the issue of change of land use in this area, clearance from the Yamuna Standing Committee shall have to be obtained.

6.0 Recommendation:

In view of above, the proposal as contained in para '3.0' may be agreed subject to the clearance from Yamuna Standing Committee / Central Water Commission and other statutory agencies. Till the time the proposal is cleared by the Central Water Commission and the change of land use is notified by the Govt. of India, MCD may be allowed to utilize the Primary School and Burial Ground sites on temporary basis, without any permanent structure.


P.V. Mahashabdeo.

- 12 - T.C. Item No 2/2002 26/c
Held on 29-1-2002

AGENDA FOR THE TECHNICAL COMMITTEE

ITEM NO :

Dated : 2/1/02

Subject : Relaxation of setbacks for a Nursery School site at Keshavpuram, Lawrence Road, Delhi.
File No. : F.9(1)/2001/MP

1. INTRODUCTION/ BACKGROUND

A request has been received from the Architect of the said school M/s. Atrey & Associates and the Satguru Educational Society (Regd.) vide letter dt. 20/10/2000 and 6/9/01 respectively for relaxation of the setbacks. It has been informed that the plot measuring 787.80 sqm. of oblong shape near MIG flats Pkt. A-2 Lawrence Rd. has been allotted to the Society. After leaving this mandatory side set backs, they are facing difficulties in preparing the Layout Plan of School Bldg.

2. MASTER PLAN PROVISIONS

As per MPD-2001 provisions for a plot measuring between 500 to 1000 sqm. , setbacks of 6M in the front and 3M each on sides and at rear side are mandatory . In case the permissible coverage is not achieved with setbacks, the setbacks of the preceding category may be followed.
The Authority could relax the setbacks in special circumstances.

3. EXAMINATION

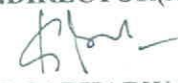
- i) The setbacks as permissible by MPD 2001 have been marked on a copy of the NS site plan, which is placed at page 19/C in the file and is also laid on the table. The permissible ground coverage for a Nursery School is 33.33% i.e. 262 sqm. and the bldg. envelope area available in the instant case is 337.88 sqm. i.e. 42.90 %. Hence, relaxation of setbacks under this provision of the MPD can not be considered.
- ii) Due to peculiar shape of the site the width of the envelope in the front is about 8.4M which goes on reducing merely 0.5M in the rear side. Due to this reason, it appears to be a case of relaxation under special circumstances.
- iii) Hence, about half of the envelope area is not practically available for designing/ construction of the building.
- iv) In such a situation, one side setback adjoining the parking lot north-west side could be relaxed by 2M as atleast 1M open area in between the boundary and proposed building would be required for layout of the underground services and to ensure proper light and ventilation.
- v) This relaxation of side setback may be a one time special relaxation due to the linear and odd shape of the plot. No tree will be cut by the Society without due permission of the Competent Authority.

4. RECOMMENDATIONS FOR CONSIDERATION.

The proposal in para 3 (iv) above is placed for consideration of the Technical Committee


(KUSHAL PAL SINGH)
ASSTT.DIR.(AP)II


(H.S. DHILLON)
DY.DIRECTOR(AP)II


(K.L. SABHARWAL)
DIRECTOR(AP)II

ITEM NO. _____

AGENDA FOR TECHNICAL COMMITTEE

DATE _____

Subject: *Pilot social housing project in Sector-23, Rohini Scheme of Slum & JJ Department, MCD (No. PA/JD(Layout)/Bldg./2001/31).*

1. BACKGROUND:

- 1.1 Slum & Resettlement Wing of MCD vide letter dated 3.12.2001 have forwarded a copy of the Project Report for Pilot Social Housing Project in Sector-23, Rohini. This is one of the sites out of 3 model experiment sites selected by Slum & JJ Department, MCD. The other two sites are in Dakshinpuri and Khanpur. The plan of Sector -23 Rohini covering the area of 3.29 Ha. proposes the following:-

i) Slum tenements	(a)	24.5 sqm	1188 units }
	(b)	12 sqm	264 units } 1452
ii) Remunerative/MIG flats		92.8 sqm	360 units
Total		:	1812 units
Population		:	Say 9000

- 1.2 During the meeting on 7.1.2002, Additional Commissioner, Slum & JJ, MCD informed that in compliance with Delhi High Court Orders dated 30.11.2001 (CWP No6553/2000-Samudayik Vikas Samiti Vs. Union of India & Ors.), a Coordination Committee had been set up under the Chairmanship of Secretary (UD), Ministry of Urban Development & Poverty Alleviation, Govt. of India to consider the existing situation, frame policy guidelines and an Action plan in respect of relocation of Slum & JJ and related matters. Accordingly, an Action Plan for implementing Pilot Projects has been approved and has also been included as an annexure in the affidavit filed by the Ministry of Urban Development in the High Court of Delhi.

2. THE SCHEME:

- 2.1 Based on this, the Slum & JJ Deptt., Municipal Corporation of Delhi have engaged the Laurie Baker Building Centre, (Prof. T.S. Narayanswamy and Architect Prabhat Kumar) as the consultants of the Project, which has been planned on the basis of the decisions of the Coordination Committee and as per the following recommendations: -

- Density of 500± 10% Dus per Ha.
- Construction of G-4 walk up dwelling units with 15 mts. height.
- Utilisation of 30% to 40% of project for remunerative purpose as residential mixed use to be developed as residential units of average 93 sqm size by the builders to enable cross subsidy.

- d) FAR upto 250 for the project as a whole.
The concept of the Pilot Project is based on the principle that 60 to 70 per cent of the area of the site is earmarked for the slum tenements (G+4) and 30 to 40 per cent of the site area is earmarked for remunerative use which will be constructed by a builder. The subsidy expected from the builder for the construction for each Slum Dwelling Unit is Rs.50,000/- (approx.).

- 2.2 According to the Slum & JJ Wing, MCD, the project was considered in the 14th meeting of the Coordination Committee held on 23.11.2001 under the Chairmanship of Secretary (Urban Development) Ministry of Urban Development & Poverty Alleviation, which minuted the following:

"The Pilot Project proposals of Slum & JJ Wing, MCD, for Sector-23, Rohini for reallocation of Registrants and Dakshinpuri - Khanpur for in situ/Relocation were approved for implementation along with and HUDCO proposals without any further delay. All the three Pilot Projects implementing agencies should submit their respective Action Plans which will form Annexure of the Affidavit being filed in the Hon'ble High Court".

3. EXAMINATION:

- 3.1 The area of the site is 3.29 Ha. However, DDA has given possession of 3 Ha. land to S& JJ, MCD. During meeting on 3.1.2002 and 7.1.2002, this aspect was pointed out and it was informed that there is litigation for the remaining area. The S&JJ Department, MCD, needs to reconcile the position and send land allotment and taking over documents to DDA.
- 3.2 The land use of the Pocket under reference is residential and falls in Development Area of DDA.
- 3.3 The scheme is on group housing pattern and according to MPD-2001 norms, the group housing is permitted on 20 mt. R/W and above roads. However, as per the layout plan shown during the meeting on 3.1.2002, the pocket under reference is approachable by 12 mts.
- 3.4 The draft guidelines for Planning Standard for squatter settlement in situ upgradation and location circulated for inviting comments/observations vide letter dated 30.3.2001 by JD(MP) are still to be approved and to be processed for modification in MPD-2001. The draft guidelines also mention that it shall not be applicable to Pilot Project.
- 3.5 For social housing project, there is a proposal to relax the norms and Commissioner (Planning), DDA, vide letter dated 4.10.2001 addressed to Jt. Secretary (D&L), MOUD&PA has sought approval for the same.

Contd.....3

3.6 Development Control Norms & Facility Standards:

The Development Control Norms vis-à-vis MPD-2001 and as mentioned in the layout plan/Project Report are given as under. However, these are subject to verification and reconciliation by Slum & JJ Wing, MCD: -

<i>Norms</i>	<i>MPD-2001/BIS 8888</i>	<i>Draft norms stated in DDA letters dated 30.3.2001 & 4.10.2001 subject to approval</i>	<i>Proposed by Slum & JJ, MCD</i>
FAR	133/167	250	210
Density	Low Income:300 DUs/Ha. General:140/175 DUs/HA(Group Housing)	500 Units per Ha.± 10% variation	550 Dus per Ha.
Max. Height	33 M. (With lifts) 15 M.(Walk Up) Max. 4 storeyed (BIS 8888)	15 M (5 Storeys)	30 M. 15M.
Ground Coverage	33.33%	-	34.42% (excluding community facility area)
Set Back	Front 15 mts. All Sides 9mts.	-	Front 9 mts. Rear 4.5 mts. Sides 3 mts.
Mandatory green	7.5 % of plot area		Not specified
Overall Green	15 % of plot area		
Road R/W	20 M.	-	12 m
Parking	1.80 ECS per 100 sqm.	-	Not specified
<i>Facilities/ Utilities</i>			
Parks/ Play Ground	0.3 Ha./1000 Popl.	200 sqm.	Not specified
Primary School	4000 sqm./5000 pop.	1000-2000 sqm	1580 SQM
Nursery School	800 sqm./5000 pop.	Minimum	Not proposed
B.V. Kendra	-	100 sqm	650 sqm
Religious	400 sqm/5000 pop.	100 sqm	Not proposed
Shopping	4 shops/1000 pop.	-	500 sqm
Dispensary	1000 sqm/15000 pop.		200 sqm
UG Reservoir	-		400 sqm
Police Post	1600 sqm/50000 pop.	100 sqm	350 sqm
ESS	460 sqm/7500 pop.	-	80 sqm
Road Area	10 to 20% of site	-	Not specified

Contd.....4.

It may be seen from the above that the scheme is in deviation of MPD-2001 norms in respect of Density, FAR, Ground Coverage, Set backs and Parking Standards. It also faces 12 mts. wide road instead of 20mts. as required. The community facility standards are also in variance with MPD-2001 norms.

3.7 Additional FAR Charges:

As per MOUD & PA Notifications dated 23.3.98 and 25.9.98, Additional FAR charges are applicable for group housing, which is on 210 FAR. Whether this provision of additional FAR is to be exempted requires decision.

3.8 Other Clearances:

The scheme involves clearances from DUAC, CFO and other agencies such as Airport Authority of India DVB etc. In addition, as the project is on higher density the Slum & JJ Department, MCD, will also obtain services clearances from the DJB/DVB.

4. Proposal:

The layout plan and proposal of Slum & JJ Wing, MCD, with the details as stated in Para 3 above is put up for consideration of the Technical Committee.

Admission
10/1/02

Pilot project for social housing ground-plus-four walk-up apartments at Sector-23, Rohini

Report on development control provisions and community facilities

Area of the site=3.29 Ha

Area under court stay=60.10mx48.75m=2929.88 smt (for integrated planning the area under court stay is also planned with clearly defined facilities which can be individually developed)

Proposed no. of slum flats of 24.49 smt each

In G+4 stories =1188 nos.

Proposed no. of destitute flats of 12.25 smt. Each

In ground floor of G+4 block =264 nos.

Total slum flats =1452 nos.

Remunerative residential units of 92.8 smt. Each

(MIG units) =360 nos.

Total no. of flats =1812 nos.

Total population =8697.6 say 9000

Density achieved =550 units /HA

Ground coverage and FAR

Total FAR of slum flats =24.5x1188+12.25*264=32340.0 smt

Ground coverage =FAR/5 = 6468.0 smt

Total FAR of Remunerative flats =360x92.8=33408 smt

Ground coverage = FAR/8 = 4176 smt.

Total ground coverage = 6468+4176= 10644.0 smt=32.35%

Total FAR =32340+33408= 65748.0smt=199.84 %

Proportionate land area under remunerative flats and slum flats

Since no division of land or services is proposed in this integrated scheme, the proportionate land area can be ascertained on the basis of proportions of ground coverage.

Proportion of ground coverage of slum flats =6468/10644.0=60.76%

Proportion of ground coverage of remunerative flats =4176/10644=39.23%

Development control norms & community facilities standards

The development control norms are based on

1. BIS 8888/1993
2. Norms stated in DDA letter dated 30.3.01 for relaxed areas of facilities for slum pockets/developments.
3. Norms stated in DDA letter dated 4.10.01 for
 - a. Density of 500+10%
 - b. Distribution of land between slum and remunerative use.
 - c. Parking for slum flats
 - d. Parking for remunerative flats as per MPD-2001.

MPD-2001, Norms are not practically possible to implement in any slum development scheme and hence are revised/ sought to be revised by DDA letter dated 30.3.01

The comparison below with MPD-2001 norms are for the purpose of detail only.

Norms	MPD-2001/BIS - 8888/93	Norms stated in DDA letters dated 30.3.01 and 4.10.01 approved by co-ordination committee of Ministry of urban dev. Vide minutes dated 9.11.01	Proposal
FAR	133/167	250	199.84% without facilities 210.04 with facilities
Density	Low income :500 General :140/175	500 units per Ha +10% variation in upper limit	550 units per Ha.
Max. ht.	33m with lifts 15m walk up	15 m (5 tories)	27 m for remunerative flats with lifts 15 m for slum flats walk up
Ground coverage	33.33%	----	32.33% without facilities taking 25% of ground coverage of facilities =2.55% Total ground coverage =34.88%
Parking	1.8 ECS for Group housing No parking norms for slum development	1.8 ECS for Group housing No parking norms for slum development	1.8 ECS for Group housing, one scooter parking each for slum flats
Road R/W	20m for group housing scheme Nothing stated about composite schemes or slum development scheme	-----	12.0 m available on site . three artery roads measuring 12.0 m, 10.0m and 10.0m feed this road Proposed 15.0 m wide set back in front

Norms	MPD-2001/BIS -8888/93	Norms stated in DDA letters dated 30.3.01 and 4.10.01 approved by co-ordination committee of Ministry of urban dev. Vide minutes dated 9.11.01	Proposal
Facilities /utilities			
Parks /play ground	.3/.4 Ha per 1000 population By density of 300 it works out to .432Ha per 1 Ha or 43.2% or 57.6% . Absolutely impractical .	200 sqm. Minimum	2492.0 smt or 7.5% in organised green 60% of balance open area of 22.21%.to be landscaped as tot-lots Total green area = 20.82%
Primary School	4000 sq.m. /5000 population	1000-2000 smt.	1200.0 smt
Nursery School	800 sqm. / 5000 population	-	Part of BVK
Basti Vikas Kendra	-----	100 smt	1129.0 smt
Religious	400 sq.m. /5000 population	100 smt	Part of BVK
Dispensary	1000 smt./15000 population	100 smt.	100 smt.
UG reservoir	-	-	267 smt.
Police post	1600 smt./50,000 population	100 smt.	130 smt
ESS	460 smt. /7500 population	-	100 smt.
Road area	10 to 20% of site	-	25.69% incl. 15 m front setback to be used for parking.
Front Set-back	15.0 m for plots more than 1ha	-	15.0 m
Side set backs	9.0 m for plots more than 1ha		6.0 m
Rear set back	9.0 m for plots more than 1ha		6.0m

The proposal thus adheres to guidelines prescribed by DDA vide letter dated 30.3.01 and 4.10.01 approved by co-ordination committee meeting by Jt. Secretary(D&L)MOUD vide minuted dated 9.11.01

The side and rear set backs in the MPD-2001 are relaxable in special circumstances and such a relaxation must be permitted in this case since

- a. 6.0 m. set back satisfies the norm for movement of fire-tenders.
- b. The MPD-2001 norms are general and do not account for nature of development.
- c. If side and rear set backs are to be increased the area in roads will be increased unnecessarily and facility area/ no. of dwelling units shall be reduced.
- d. The proposal being in social interest the Set backs may be relaxed.

AGENDA FOR TECHNICAL COMMITTEE

SUB: GRADE SEPARATOR PROPOSAL AT THE INTERSECTION OF
RING ROAD AND S.P. MARG, N.H. - 8 (DHAULA KUAN)
FILE NO. F.5 (22) / 89 / MP.

1.0 LOCATION:

The Dhaula Kuan intersection is formed by confluence of five important roads namely Ring Road (towards Moti Bagh), Ring Road (towards Naraina), Gurgaon Road (NH - 8), Sardar Patel Marg and Ridge Road. The intersection is presently having a elliptical shape round about. It is one of the busiest intersection having VVIP route connecting Airport. Daily commuter interchange activities are also one of the important features of this intersection. In the Master Plan for Delhi - 2001, a grade separator at this intersection has been envisaged. The proposed R/W of Ring Road is 63 M and that of Sardar Patel Marg is 60 M. (ANNEXURE - A).

2.0 TRAFFIC CONDITION:

Earlier the grade separator proposal at Dhaula Kuan intersection was brought before Technical Committee on 29th January, 1991 with the following traffic volume senario, (as it is pertinent to mention here that with the present proposal that the Project Manager, Dhaula Kuan has submitted vide dated 1st May, 2001, does not contain any report, traffic data, feasibility report etc.) -

As per surveys conducted by CRRRI during November, 87 shows 7620 PCUs in the morning peak hour. But the consultant DTDC has given a traffic volumes for the intersection in which it is estimated during peak traffic volume at the intersection is over 11000 PCUs respectively. As per DATA supplied by the consultant DTTDC the peak hourly traffic movement of different arms of the round about are follows:

Present peak hourly traffic movement pattern at Dhaura Kuan round about 1989

To From	Gurgaon Road	Ring Road to (Naraina)	Upper Ridge Road	Sardar Patel Road	Ring Road to Moti Bagh	Total
Gurgaon Road	120	305	704	1328	730	3187
Ring Road (to Naraina)	233	40	200	821	1337	2524
Upper Ridge Road	463	42	40	89	201	815
Sardar Patel Marg	805	249	64	-	435	1524
Ring Road to Moti Bagh	520	922	433	336	256	2421
Total	2142	1566	1447	2576	2361	10612

From the above said data, it is seen that the straight movement on Ring Road works out to only 2159 PCUs and on Sardar Patel Marg it works out 2134 PCUs. The total peak hour traffic volume at this round about is 10612 PCUs at present. The straight movement on both the major roads thus accounts for nearly 40% of the total traffic i.e. about 20% on either sides.

At present the traffic from the five roads is using roundabout for straight and turning movements.

EXISTING R/W

Ring Road	(E)	52.50
- do - (W)	(W)	50.00
S.P. Marg	(N)	45.00
- do -	(S)	45.00

Significance amongst of the Road Intersection in Delhi.

This has been located at the confluence of the Ring Road and National Highway NH-8 and it also a VIP route, thus, intersection has a special functional significance amongst of the road intersection in Delhi.

Further DUAC vide dated 17th July, 1990 had communicated that the Dhaura Kuan improvement scheme was considered by the Commission at conceptual stage in its meeting held on 16th April, 1990. The site was visited on 12th June, 1990 by the Members of the Commission. DUAC suggested that 'with dipping the whole round - about and developing the central portion as island with the four lane flyover at 2.5 M level was also feasible as an alternative, but its effect on existing trees would have to be studied.'

- 3.5 Meanwhile vide Authority Item No. 54 dated 13th August, 1990 a guideline for designing the flyovers/ grade separators have been adopted.

PROPOSAL - II

- 3.6 The further modified proposal, according to above, was again submitted to DDA by SE, PWD, Zone - I vide letter dated 5th November, 1990 and again discussed in the Technical Committee meeting held on 29th January, 1991 vide Item No. 15. (ANNEUXRE - G)

Salient Features of Revised Proposal:

- a. The traffic scenario submitted along with the proposal is given at Para 2.0 above.
- b. The proposed improvement (Long term) include provisions of un-interrupted movement facilities to vehicular traffic along Ring Road as also along Gurgaon Road - Sardar Patel Marg access along this intersection. However, during the *first Phase*, efforts are to be made to provide uninterrupted flow facilities to the traffic along Ring Road access. Keeping in view the long-term improvement needs, it is proposed to provide an *under pass along Ring Road* at this location across the intersection. At a subsequent point of time, it will become necessary to provide an *over pass along Gurgaon Road - Sardar Patel Marg* access and this proposal has built in feasibility for such purposes. Along Ring Road, the turning traffic at this intersection would have to be taken care of by the *traffic rotary* in view of both location attributes and intersection layout.

Five numbers of pedestrian sub ways were proposed at five different segments of rotary roadways. Within the rotary area, pedestrian movements are to be taken care of by a *depressed pedestrian bath* along periphery of the traffic rotary. The proposed cross section is complete with surface roads and *service roads on either side*.

Parking of buses within this area would have to be managed in a organised manner and area from the park behind the DESU Sub Station

3.0 BACKGROUND:

- 3.1 The improvement proposal of Ring Road – Sardar Patel Marg intersection at Dhaula Kuan intersection was discussed in Lt. Governor meeting dated 22nd August, 1988. Accordingly, CPWD vide dated 10th January, 1989 submitted the improvement proposal indicating phases of improvement, the report and drawing of which were prepared by CRRI.
- 3.2 At that time, S.E. CPWD vide letter dated 14th February 1989 had forwarded a copy of letter of Ministry of Defence addressed to Chief Secretary, Delhi Administration, brought in the point as to whether the proposal for construction of diversion of road will go against the directions of Prime Minister regarding construction on the ridge. (ANNEUXRE – B)

Proposal – I

- 3.3 Initially a three level grade separator proposal was discussed in DDA's Technical Committee meeting held on 9th June, 1989. Again the same was discussed in the Technical Committee on 31st July, 1989 vide Item No. 142.

Salient Features:

In the proposal a six lane flyover was proposed on Gurgaon Road – Sardar Patel Marg and a six lane road under bridge at Ring Road and a rotary was proposed at the ground level for the turning movements from the other roads. The alignment of ridge road has not been changed which could make the rotary as at present at ground level. The pedestrian cross movement was proposed through a walk way under the rotary.

The DECISION of the Technical Committee is given below:

"This was discussed in detail and the proposal of a three level flyover was approved with a condition that PWD Delhi Admn. shall also submit the detailed plan indicating the improvements required on Ring Road, Sardar Patel Marg and Ridge Road upto the important intersection at the earliest."

PROPOSAL – I (REVISED)

- 3.4 The revised proposal, submitted dated 15th January 1990, was also discussed in the DUAC meeting. DUAC observations contained some modification in the proposal as well as also requested for feasibility report along with DUAC approval for consideration of Authority.

Right of Way

The corrected right of the way of the roads given in the report as under:

Ring Road	64 M (210 ft.)
National Highway – 8	91.48 M (300 ft)
S.P. Marg.	60.96 M (200 ft.)
Ridge Road	24.38 M (80 ft.)

The Right of Way Ridge Road as per MPD – 2001 is specified as 24.38 M. However, as per this proposal, the modified right of way for development will be 30 M as shown in the drawing.

- 3.12 With regard to provisions of MRTS, Chief Engineer, DMRC vide letter dated 1st March, 1999 has stated that the concept plan furnished now is generally acceptable to DMRC, keeping in view the necessity of keeping the MRTS interchange point on either side of existing railway line due to present design of improvement of Dhaul Kuan intersection. He has further requested to confirm the points as given in the said letter. (ANNEXURE – D).
- 3.13 In the meantime, in another meeting on 14th September, 1999 with the Planning i.e. TT Unit and Landscape Unit with PWD Officers, it was further observed that apart from earlier observations, (a) *clearance of Ridge Management Board / Conservator of Forest and* (b) *availability of Defense Land* etc. were also important considerations to be taken up by PWD for consideration of the revised / modified proposal.

Further there was request regarding allotment of land for construction of *Police Post* at Dhaul Kuan and *resitement of Petrol Pump* at this location, of which regarding Police Post it was informed to DCP (HQ) for non availability of the land. As regards, *resitement of the Petrol Pumps*, Ridge Management Board was requested to consider. However, *Hon'ble Lt. Governor has directed for revision of the plan of the flyover*. In such situation, *resitement of Petrol Pump* had to be examined when the revised proposal is received.

4.0 REVISED PROPOSAL - III

- 4.1 Further, Project Manager, Dhaul Kuan Flyover Project (DKFP) PWD vide his Letter No. 23 (541)/DKFP/D – IV/PWDC – 111/165 – E/291 Dated 1st May, 2001 has submitted only a general layout plan of the modified proposal for information and records, which has been approved by Board

of Assessors again in the meeting held on 3rd November, 2000 under the Chairmanship of Principal Secretary, PWD.

This scheme, as stated, has been modified due to circumstances of unavailability of land for reasons beyond control of PWD. The modifications were needed to ensure avoiding the reserve forestland on one hand and the difficulties and delays in getting built up defence land on the other.

Salient Features:

Essentially, the *modification are mainly in the configuration of the loops for right turning traffic*, while the concept of *the flyover being of low rise along the NH - 8 - S.P.Marg* and *the Ring Road running as an under pass* remains as before. Also the interchange would remain "signal free" as originally envisaged, while effecting significant saving in cost and land. Loops towards south have been avoided. Minutes of the "Board of Assessors" held on 3.11.2000 for Dhaula Kuan flyover project is at ANNEXURE - F.

4.2 EXAMINATION / OBSERVATIONS:

- I. The project Manager has sent the above-referred proposal for information and records, however. *no representative of DDA was in the Board.*
- II. The General Arrangement Plan submitted is on the scale of 1:1500 and no other drawing like L-Section, Cross-section, Area Circulation Plan, detail plan showing other required information has been submitted.
- III. No feasibility report, technical data and project report have been submitted.
- IV. No information regarding land requirement, structure affected trees affected etc. has been given.
- V. That vide Letter No. DHS 13 (5)/88/2001/Hort/957 Dated 18th May, 2001, Director (Hort.) has conveyed the decision to allowed PWD Office to take up the project related activities in the area coming in the slip road and this approval is provisional and will be subject to certain conditions written in it. However, the concerned affected area is not supported with any drawings. Whether this area is required or not, and whether intimated any decision to this effect to Director (Hort.) DDA is not available.
- VI. As per the decision and guidelines approved by the Authority, traffic management plan and the area upto 1 K.M. length or next major intersection (whichever is higher) on all arms has not been submitted.
- VII. The detail examination of the proposal is possible only if the revised proposal is available in detail with full set of drawings with project report, feasibility report, technical data etc. as per normal practice / requirement for consideration of the Technical Committee.

VIII. The selected competition drawing is not superimposed/ shown vis-a-vis the modifications undergone.

However, based on the copy of the above described revised proposal following points have been observed:

- a) Pedestrian crossing / linkages on all arms are not shown.
- b) Locations of bus stops near the intersection to facilitate interchange amongst different routes are not clear.
- c) Integration of Ring Railway, MRTS with the road movement need to be shown.
- d) Facilities for cycle movement are not clear.
- e) R/W of the roads has not been indicated.
- f) At some of the points such as marked on the Plan at A, B, C, D, E and F may create conflicts. The weaving traffic destined from various directions may meet at the points of conflicts (such as A, B, C, D, E & F) at high speed, apprehending to be potential traffic hazard, control mechanism of the same may needs to be examined / recommended.
- g) In the earlier proposal a Petrol Pump at South Quadrant, being affected, was proposed for re-sitement. In this revised proposal the slip road has been shifted more towards intersection appearing the petrol pump may not be affected. Hence, the status of the petrol pump is to be ascertained by PWD.
- h) The levels of various arms of the scheme are not shown.
- i) N.H. - 8 is being developed by National Highway Authority of India (NHAI). Integration with the same may also needs to be considered.
- j) In overall it is observed that traffic circulation system appears to be circuitous, which may need to be addressed in consideration with the users' behavior / psychology to ensure safety from likely conflicts due to mis-understanding at certain points which may occur due to the 'design-speed and free access' for all directions etc.
- k) Landscape Plan, Traffic Diversion Plan during construction are required to be taken up / prepared by the executing agency / Consultant.
- l) The proposal requires further examination by Engineering Wing / executing agency in terms of design speed, structure, super - elevation, services and other engineering aspects.

RECOMMENDATIONS:

The item is placed before the Technical Committee for consideration and to identify issues, which PWD may examine and submit the proposal with complete details for placing before the Technical Committee / Authority.

Asstt. Dir. (Plg) TT-II

Jt. Dir. (Plg) TT-II

O.S.D. (Plg) DC & TT

Agenda for Tech. Committee

Sub: Alignment Plan of 80 Mt. R/W Master Plan Road with 40 mt. wide green belts on either sides from Bawana Industrial Area to G.T. Karnal Road (NH-1).

F.15(119)2000/NP/Pt. II./

1. BACKGROUND

An 80 Mt. R/W road with 40 Mt. green belts on either sides is proposed in the Zonal Plan of Narela Subcity (Zone – M,N & P) and the Urban Extension Plan 2001 from G.T. Karnal Road to Bawana Industrial Area extending to Rohini Phase – IV,V upto Rohtak Road NH-10 . This road was plotted on the survey of India Sheets to a scale of 1:10000 based on the Zonal Plan alignment. The alignment as plotted on the Survey of India Sheets was sent to LM – II branch DDA for plotting of Khasra numbers and also to PWD for preparation of the detailed alignment. Keeping in view the urgency of implementing this road for providing approach to the fast upcoming Bawana Industrial Area where the development works are to be completed by September – 2002 as per the orders of Hon'ble Supreme Court of India, notifications under section 4,6 and 17 have been issued by the land and Building department GNCTD for acquisition of 160m width of land required for road R/W and green belts. The green belts would provide flexibility for adjustments in the alignment wherever required as per the site conditions.

2. EXAMINATION

The alignment as worked out on the survey of India sheets to a scale of 1:10000 was followed by a joint site inspection cum meeting at the DSIDC site office at Bawana Industrial Area under the chairmanship of Commr.(Plg.) DDA on 25/08/01 which was attended by PWD, LM-II branch, Planning Wing, DSIDC etc. (minutes placed as ANNEXURE –I). As per the minutes of the site inspection cum meeting held under Commr.(Plg.) , it was decided that the land be acquired from the boundary walls of the site allotted to DJB, DVB & CRPF i.e. 80 Mt. for road R/W and 40m for the green belt. This aspect was discussed with AC(UDP)/Commr. (Plg.) and it was agreed that acquisition of any additional strip of land would form part of the 1550 Ha. Scheme of Narela-Bawana Area for which the plans have been sent to CLM – II for acquisition.

3. PROPOSAL

Ex. Engineer, PWD Divn. 24 vide his letter no. 23(115)/PWD-24/49 dated 14.01.02 has submitted the alignment plan of the 80 Mt. R/W Road with 40 Mt. green belts to a scale of 1:3960 from DDA Narela Site Office to Western Yamuna Canal. The alignment plan submitted by PWD is a broad proposal showing the 80m R/W road with 40m green belt on either side from Western Yamuna Canal to Alipur - Narela. The 40 Mt. green belt, 80 Mt. Road R/W & further 40 Mt. green belt is taken from the edge of CRPF/DJB/DVB boundary walls thus proposing a 160 Mt. width which has since been notified for acquisition.

The proposal submitted needs the following modifications/information:

- i) From Bawana side the alignment should be extended to the end of 80 Mt. road inside Bwana Industrial Area. Similarly, on Narela side it should be extended upto G.T. Karnal Road (NH - I) which will provide a clear picture about the curvatures in the entire alignment.
- ii) The R/W of 80 Mt. road has been taken leaving 40Mt. green belt from the edge of DJB/DVB boundary wall. As per site inspection cum minutes of the meeting held under Commr.(Plg.), this should have been taken from the boundary wall of CRPF/DJB/DVB boundary. The green belt on the North Western side would have been part of the Rural Zone.
- iii) Alternative alignment proposals need to be considered in the curve after Lampur Tail Distributory wherein the alignment is passing through the buildings of Bharat Mata Saraswati Mandir Vidyalaya. In this stretch it is suggested that if the curve is further smoothened, the existing structures of the school could be saved for which a few additional Khasras may have to be notified. The structures would thus be falling in the green belt.
- iv) It may be noted that the DDA Narela Project Site Office building/compound is becoming the edge of the road R/W and part of it is falling in the 40m green belt.
- v) The Khasra numbers as plotted by PWD are to be confirmed by the LM - II branch DDA.
- vi) A combined flyover on Delhi - Karnal railway lines and Alipur - Narela road (about 700m apart) shall

have to be constructed in Phase – I development of the road considering the nearness of Alipur – Narela road and the existing railway lines.

- vii) As per the preliminary feasibility, one MCD double storeyed Primary School building, one double storeyed private school building, two temples, one old age home for the blind, two farm houses, and a gaushala are falling in the R/W.
- viii) Revised alignment plan to a scale of 1:1000 detailing out all the junctions/intersections may be sent by the PWD.
- ix) Revised feasibility of the road alignment integrating the junction/intersection designs is to be submitted by PWD.

4. RECOMMENDATIONS

The alternative alignments keeping the 40m green belt from the boundary wall of DJB/DVB complexes or by keeping the 40m green belt in the rural zone i.e. within the complexes of CRPF/DJB/DVB etc. along with the modifications and additional information required as desired under para 3 are put up for consideration.

This case is being regularly monitored in the meetings regarding the implementation of Bawana Industrial Area Project chaired by Industries Minister GNCTD and it has been desired to expedite the acquisition, approval of the detailed alignment and its implementation.



Dy. Director (NP)

Dir. NP



कार्यपालक इंजीनियर
लोक निर्माण विभाग मण्डल-24
राष्ट्रीय राजधानी क्षेत्र, दिल्ली शासन
मजनु का टीला, दिल्ली-110054
दूरभाष : 3984414, फैक्स : 3978058



Executive Engineer
Public Works Department Divn-24
Government of National Capital
Territory of Delhi
Majnu Ka Tila, Delhi-110054
Tel : 3984414, Fax : 3978058

संख्या / No. 23(115)/PWD.24/49

दिनांक / Date 14-1-2002

The Commissioner Planning
Delhi Development Authority
5th floor, Vikas Minar
I. P. Estate, New Delhi-110002

Sub : 80m (ROW) Master Plan Road connecting Bawana Industrial Area and G. T. Karnal Road.

In reference to field inspection and meeting with the Commissioner, Planning, DDA on above subject 25.08.2001 and minutes issued by Narella Project Planning Unit dt. 04.09.2001, PWD has prepared an alignment of 80m (ROW) Master Plan Road connecting Bawana Industrial Area and G. T. Karnal Road. Accordingly proposed alignment with other details is being placed before Technical Committee of DDA for approval.

The proposed alignment has been passing through the following villages :-

1. Village Bhor Garh
2. Village Raja Pur Kalan
3. Village Sanoth
4. Village Bawana

1. Notification for acquisition with regards to this road has been done from Village Bhor Garh at Narella Project Office, DDA, upto Western Yamuna Canal at Bawana Village.
2. For acquisition of land under section (4) alignment has been prepared on detailed topographical survey of 160m wide corridor and centre line has been fixed/transferred on ground. All khasra numbers and other details are overlaid/superimposed over alignment prepared by PWD as per Alignment Plan-'A', alongwith schedule of Khasra details/notification as Annexure 'A'.
3. 80m (ROW) road has already existing from change 0-0 km i.e. centre of G.T. Karnal road to CH 3.60 km and between Km 3.60 to 3.815 DDA's Narela Project office alongwith plantation is existing and recommended 80m (ROW) alignment is passing through DDA's land without touching building of DDA's office. However DDA's office comes under 40.0m green belt.
4. Railway line between DDA land and FCI godown is existing. FCI Godown falls at CH 3.915 km to CH 4.10 km in village Kurani and this land is not notified for acquisition, if already acquired it is to be confirmed by the Director LM-II(HQ)/DDA.

5. Land between CH 4.10 to CH 9.42 km has been notified for acquisition under Sec.4 as per khasra details enclosed as Annexure 'A'.

6. DSIDC has constructed 80m (ROW) from CH 9.42 km to CH 11.24 km. meeting at Delhi-Bawana Road.

7. One HT Line passing from vill. Raja Pur Kalan and Vill. Bhor Garh at CH 5.36 km with one pylone in central verge. Another HT line is passing from Vill. Sanoth at CH 6.56 km with pylone falls near edge of ROW, which will be accommodated at the time of detailed designing. Third HT Line is crossing the alignment in between DDA land and Railway Land on edge of ROW.

8. 7 No. of permanent structure falls in 80m (ROW) and its acquiring shall be considered as per built up property & 12 Nos. temporary structure also falls in alignment.

9. Existing village roads will be diverted and connected with other master plan road of 60m and 40m (ROW) prepared by Narella Project Wing of D.D.A.

10. ROB on Delhi-Karnal Railway line and proposed 80m (ROW) has been proposed for which cross section as per sheet (3) on CH 3.85 km of alignment under consideration is enclosed. This ROB will also flyover FCI godown/land if not to be acquired.

11. R.C.C. Culvert over Western Yamuna Canal has been proposed to connect DSIDC road under construction for which standard design shall be followed.

12. Typical cross-section of 80m (ROW) M.P. Road has been placed as per sheet No. 2 in Phase I and Phase II.

13. Approximately 412 tree of full growth of kikkar/Eucalyptus are being effected (in carriage way only) under recommended alignment which will be given due care as per Forest Policy for relocation of tree.

As the land under alignment of recommended 80m (ROW) is notified upto 9.42km from GT Karnal Road crossing) i.e. upto Western Yamuna Canal and this meet at Western Yamuna Canal at Bawana Industrial Area and catering the Industrial Area of Bawana. The entire length of 80m (ROW) between km 3.60 to 9.42km is free from any obstruction/construction except as mentioned in above para or any shifting of HT line etc. This length will be made available for the project. The alignment prepared and recommended by PWD may be placed before the Technical Committee of DDA at the earliest for approval so that other work/construction works may be taken up by PWD in view of importance and urgency of work.

Encls : Three sets of above documents.

कार्यपालक इंजीनियर
लो० निर्माण वि० सं० 24 (दि० सं०)
लो. नि. बि. सं. 24
रा. रा. क्षेत्र दिल्ली सरकार

प्रतिलिपि

- 1- अधीक्षक इंजीनियर, लोक निर्माण विभाग परमंडल 2, रा० रा० क्षेत्र 0, नई दिल्ली
2. L&Q Surveys (Pvt.) Ltd., XV-5352/A, Shora Kothi, Pahar Ganj, New Delhi-55
3. The Director, LM-II (HQ), DDA

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(2)2002-MP / 75

25-28-1-2002

MEETING NOTICE

The 2nd meeting of the Technical Committee of Delhi Development Authority for the year 2002 shall be held on 29.1.2002 at 4.00 p.m. in Conference Hall, 5th floor, Vikas Minar. Copy of the agenda has already been circulated.

You are requested to make it convenient to attend the meeting.

(PARKASH NARAYAN)
OSD (DC&TT)

OFFICE PHONE NO. 3379149

COPY TO:

1. Vice Chairman, DDA
2. Engineer Member DDA
3. Commissioner (Plg) DDA
4. Commissioner (LD) DDA
5. Commissioner (LM) I DDA
6. Commissioner (LM) II, DDA
7. Chief Architect, DDA
8. Addl. Chief Architect, I
9. Addl. Chief Architect II
10. Chief Planner TCPO
11. Chief Architect, NDMC
12. Chief Town Planner MCD
13. Secretary DUAC
14. Chief Engineer (Plg.) DVB
15. Chief Engineer (Elect) DDA
16. Addl. Commr. (MPPR) DDA
17. Addl. Commr. (UDP) DDA
18. Addl. Commr. (AP) DDA
19. Land & Development Officer, MOUA&E
20. Dy. Commr. of Police Traffic Delhi.
21. Sr. Architect (H&TP) CPWD
22. Director (Land Scape) DDA
23. OSD (DC&TT)

SPECIAL INVITEES

1. Manager (FOP) Group I DDA
2. Manager (FOP) Group II DDA
3. Director (DC) DDA
4. Director (MPPR) I DDA
5. Director (Plg.) Building DDA
6. Associate Town Planner GNCTD
7. CE, DSIDC
8. Dr. Raddy. CRR
9. Mr. Mitto Consultant
10. Chairman, NH Authority Dwarka
11. Managing Director, Indraprastha Gas Ltd,
12. Conservative Forest Officer GNCTD

13. Addl (Comm) Slum & OS

28/1/2002

d/c

28/1/2002 3:15 PM

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No. F.1(202002-MP)

17.1.2002

This is in continuation to the earlier meeting notice no. F1(2)2002-MP dated 15.1.2002 the meeting of the Tech. committee is proposed to be held on 22.1.2002 at 10.00 a.m. under the chairmanship of VC DDA in Conference Hall, 5th floor, Vikas Minar.

The agenda of the meeting has already been circulated You are requested to make it convenient to attend the meeting. Due to typographical error in earlier meeting notice, the time of the meeting was typed 10.00 p.m. In convenience caused is regretted.

R.K. Jain
17/1/2002
(R.K. JAIN)
JT.DIR.(MP)

Copy To:

1. Vice Chairman, DDA CHAIRMAN
2. Engineer Member DDA
3. Commissioner (Plg) DDA
4. Commissioner (LD) DDA
5. Commissioner (LM) I DDA
6. Commissioner (LM) II, DDA
7. Chief Architect, DDA
8. Addl. Chief Architect, I
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11. Chief Architect, NDMC
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13. Secretary DUAC
14. Chief Engineer (Plg.) DVB
15. Chief Engineer (Elect) DDA
16. Addl. Commr. (MPPR) DDA
17. Addl. Commr. (UDP) DDA
18. Addl. Commr. (AP) DDA
19. Land & Development Officer, MOUA&E
20. Dy. Commr. of Police Traffic Delhi
21. Sr. Architect (H&TP) CPWD
22. Director (Land Scape) DDA
23. OSD (DC&TT)

S.No. 11, 12, 13, 14, 16, 19, 20, 21, 22

Eight letters only
ms
17/1

SPECIAL INVITEES

1. Manager (FOP) Group I DDA ✓
2. Manager (FOP) Group II DDA ✓
3. ✓ Director (DC) DDA
4. ✓ Director (MPPR) I DDA ✓
5. Director (Plg.) Building DDA
6. Associate Town Planner GNCTD
7. CE, DSIDC
8. Dr. Raddy. CRRI
9. Mr. Mitto Consultant
10. Chairman, NH Authority Dwarka
11. Managing Director, Indraprastha Gas Ltd,
12. Conservative Forest Officer GNCTD

✓ 13 Addl. Commr. Slum and JJ

✓ 14 Dir. Rohini DDA ✓

✓ 15 Town Planner Slum and JJ

Shrigh

17-01-2022

S.No. 163/4

Three letters only.

c/c

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(2)2002-MP / 75

D/- 28-1-2002

MEETING NOTICE

The 2nd meeting of the Technical Committee of Delhi Development Authority for the year 2002 shall be held on 29.1.2002 at 4.00 p.m. in Conference Hall, 5th floor, Vikas Minar. Copy of the agenda has already been circulated.

You are requested to make it convenient to attend the meeting.

(PARKASH NARAYAN)
OSD (DC&TT)

OFFICE PHONE NO. 3379149

COPY TO:

1. Vice Chairman, DDA CHAIRMAN
2. Engineer Member DDA
3. Commissioner (Plg) DDA → 28/01/02
4. Commissioner (LD) DDA
5. Commissioner (LM) I DDA
6. Commissioner (LM) II, DDA
7. Chief Architect, DDA
8. Addl. Chief Architect, I
9. Addl. Chief Architect II
10. Chief Planner TCPO
11. Chief Architect, NDMC 3742984
12. Chief Town Planner MCD → 3967442
13. Secretary DUAC
14. Chief Engineer (Plg.) DVB 3552070
15. Chief Engineer (Elect) DDA → 28/1
16. Addl. Commr. (MPPR) DDA → 6125474
17. Addl. Commr. (UDP) DDA
18. Addl. Commr. (AP) DDA
19. Land & Development Officer, MOUA&E → 3019257
20. Dy. Commr. of Police Traffic Delhi. → 6190850
21. Sr. Architect (H&TP) CPWD → 3019601
22. Director (Land Scape) DDA
23. OSD (DC&TT)

SPECIAL INVITEES

1. Manager (FOP) Group I DDA
- ✓ 2. Manager (FOP) Group II DDA → 28/1/02
3. Director (DC) DDA
4. Director (MPPR) I DDA
5. Director (Plg.) Building DDA
6. Associate Town Planner GNCTD
7. CE, DSIDC
8. Dr. Raddy, CRR
9. Mr. Mitto Consultant
10. Chairman, NH Authority Dwarka
11. Managing Director, Indraprastha Gas Ltd,
12. Conservative Forest Officer GNCTD

13. A E (mant) DDA
14. A E (electrical) DDA → 28/1

(15)

Security office / DDA
28/1/02

M1 F1(7) 2002 MP

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(2)2002-MP

MEETING NOTICE

अन

The 1st meeting of the Technical Committee of Delhi Development Authority for the year 2002 shall be held on 22.1.2002 at 10.00 a.m. in Conference Hall, 5th floor, Vikas Minar. Copy of the agenda is enclosed

You are requested to make it convenient to attend the meeting.


(PARKASH NARAYAN)

OSD (DC&TT)

OFFICE PHONE NO. 3379149

COPY TO:

1. Vice Chairman, DDA CHAIRMAN
2. Engineer Member DDA
3. Commissioner (Plg) DDA
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20. Dy. Commr. of Police Traffic Delhi.
21. Sr. Architect (H&TP) CPWD
22. Director (Land Scape) DDA
23. OSD (DC&TT)

SPECIAL INVITEES

- ✓ 1. Manager (FOP) Group I DDA
- ✓ 2. Manager (FOP) Group II DDA
- ✓ 3. Director (DC) DDA
- ✓ 4. Director (MPPR) I DDA
5. Director (Plg.) Building DDA
6. Associate Town Planner GNCTD
7. CE, DSIDC
8. Dr. Raddy, CRR
9. Mr. Mitto Consultant

✓ 10. G.M. Chairman, NH Authority Dwarka

11. Managing Director, Indraprastha Gas Ltd.

12. Conservative Forest Officer GNCTD

13. Addl. Commr. Slum and JJ

14. Dir. Rekini DDA

15. Town Planner Slum and JJ

3/2002

CRR

Traffic & Transport, Dir. Mathura Road, N.D.
Som, Dutt Chambers, 9 Bhikaji Kama Palace

Q-586, Sector 10, Dwarka Delhi

Jeeva Bharti Building and Tower
Vikas Bhawan

3/2002

3/2002

3/2002

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(2)2002-MP

MEETING NOTICE

The 1st meeting of the Technical Committee of Delhi Development Authority for the year 2002 shall be held on 22.1.2002 at 10.00 p.m. in Conference Hall, 5th floor, Vikas Minar. Copy of the agenda is enclosed

You are requested to make it convenient to attend the meeting.

P. Narayan
(PARKASH NARAYAN)
OSD (DC&TT)

OFFICE PHONE NO. 3379149

COPY TO:

1. Vice Chairman, DDA CHAIRMAN
2. Engineer Member DDA
3. ✓ Commissioner (Plg) DDA — 15/11/02
4. Commissioner (LD) DDA
5. Commissioner (LM) I DDA
6. Commissioner (LM) II, DDA
7. ✓ Chief Architect, DDA — 15/11/02
8. ✓ Addl. Chief Architect, I — 15/11/02
9. ✓ Addl. Chief Architect II — 15/11/02
10. ✓ Chief Planner TCPO — 15-1-2002
11. Chief Architect, NDMC
12. Chief Town Planner MCD
13. Secretary DUAC
14. Chief Engineer (Plg.) DVB — 15/11/02
15. ✓ Chief Engineer (Elect) DDA — 15/11/02
16. ✓ Addl. Commr. (MPPR) DDA — 15/11/02
17. ✓ Addl. Commr. (UDP) DDA — 15/11/02
18. ✓ Addl. Commr. (AP) DDA — 15/11/02
19. Land & Development Officer, MOUA&E
20. Dy. Commr. of Police Traffic Delhi.
21. Sr. Architect (H&TP) CPWD
22. ✓ Director (Land Landscape) DDA — 15-1-2002
23. ✓ OSD (DC&TT) — 15/11/02

SPECIAL INVITEES

1. Manager (FOP) Group I DDA
2. ✓ Manager (FOP) Group II DDA — 15/11/02
3. ✓ Director (DC) DDA
4. ✓ Director (MPPR) I DDA
5. ✓ Director (Plg.) Building DDA
6. Associate Town Planner GNCTD
7. CE, DSIDC
8. Dr. Raddy, CRR
9. Mr. Mitto Consultant
10. Chairman, NH Authority Dwarka
11. Managing Director, Indraprastha Gas Ltd.
12. Conservative Forest Officer GNCTD
13. ✓ Addl. Commr. Slum and JJ. — 16/11/02
14. Dir. Rohini DDA
15. ✓ Town Planner Slum and JJ. — J+K Block Vilas Kher 16/11/02



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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(2)2002/MP/23

Q-1-202

It is proposed to convene the 1st Technical Committee meeting of the year on 17.1.2002. Agenda item if any is available in respective Planning Unit may be forwarded by 11.1.2002.

ms

R.K. JAIN
18/1/2002

(R.K. JAIN)
JT.DIR.(MP)

Addl. Commr. (UDP)
Addl. Commr. (AP)
Addl. Commr. (MPPR)
OSD (DC&TT)
Director (DC)
PS to Commr. (Plg.) for information.

Agenda Circulated on 15/1/2002 for T.C meeting
shall be held on 22/1/2002
~~15/1/2002~~

S.D.M.P.